

ABSTRACT OF THE DISCLOSURE

A vehicle's suspension determines most of the vehicle's handling characteristics. By coupling the steering angle to proportional weight jacking, control of the vehicle will be enhanced in both normal driving and emergency maneuvers. This improved suspension can be implemented without any electronics, it can be a strictly mechanical system. As the steering wheel is rotated into a turn, the corner balance of the vehicle would change via weight jacking, allowing better turn in. The greater the steering angle, the greater the weight jacking. Simple weight jacking can be used to promote oversteer at low speed and understeer at high speed. Vehicles in a spin or impending spin can also benefit from this invention because suspension characteristics will dynamically change to assist correction of these situations. Race cars would benefit from an increased variance in acceptable suspension adjustments, relative to current technology. This steering coupled compensation requires the driver to make only natural steering corrections, but it allows for more effective control. These dynamic suspension changes can be implemented through mechanical linkage, pneumatic, electric, or hydraulic means.